

ble 3. If it is out of specification, replace the inner and outer rotors.

9. Using a flat feeler gauge and straightedge, measure the clearance between the body surface and rotors (**Figure 99**) and check it against the side clearance in **Table 3**. If it is out of specification, replace the oil pump assembly.

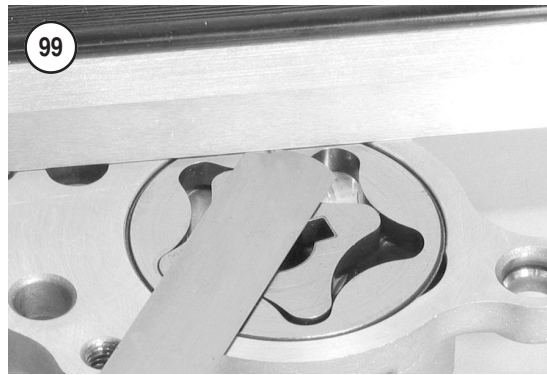
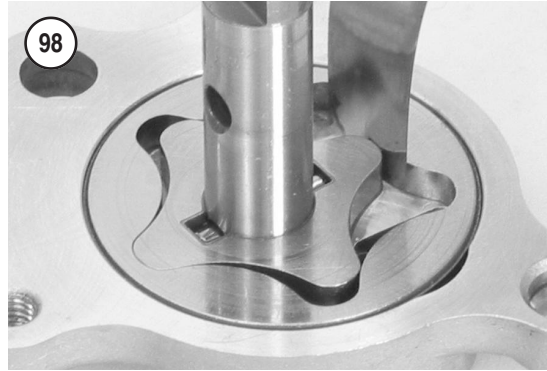
Reassembly

1. If necessary, reclean the parts as described in the previous section. Lubricate the rotors, base, body and spacer with engine oil when installing them in the following steps.
2. Install the outer and inner rotors (C, **Figure 95**) into the pump body. When installing the original rotors, install them with their original side facing up as identified during disassembly.
3. Install the pump shaft (A, **Figure 95**) and drive pin into the inner rotor. The flat end of the shaft must be out.
4. Install the dowel pins (B, **Figure 95**) into the pump body.
5. Install the spacer onto the pump body.
6. Install the thrust washer (B, **Figure 94**) and drive pin (A).
7. Install the inner and outer rotors into the pump base (**Figure 93**). When installing the original rotors, install them with their original side facing up as identified during disassembly.
8. Mate the pump base with the body/spacer assembly. Make sure the pump shaft drive pin aligns with the slot in the inner rotor.

NOTE

Be sure there are no gaps between the mating surfaces of the pump base, spacer and body. If a gap exists, disassemble the pump and find the cause.

9. Install and tighten the bolt (A, **Figure 92**).
10. Turn the pump shaft. If there is any roughness or binding, disassemble the oil pump and check it for damage.
11. Lubricate the relief valve and spring with engine oil. Install the relief valve (C, **Figure 91**) so the stepped end is toward the spring. Install the spring (B, **Figure 91**) and spring seat (A). Push in the spring seat and install the cotter pin (**Figure 90**). Bend the cotter pin ends around the pump.



12. Store the oil pump in a plastic bag until installation.

OIL STRAINER SCREENS

Two oil strainer screens are installed inside the crankcase. Service the oil strainer screens whenever splitting the crankcase. Refer to *Crankcase and Crankshaft* in this chapter.

CRANKCASE AND CRANKSHAFT

The crankcase is made in two halves of thin-wall, precision diecast aluminum alloy. To avoid damage, do not hammer or pry on any of the interior or exterior projected walls. A liquid gasket seals the crankcase halves while dowel pins align the crankcase halves when they are bolted together. The crankcase halves can be replaced separately.

The crankshaft assembly consists of two full-circle flywheels pressed together on a crankpin. Two ball bearings in the crankcase support the crankshaft assembly.

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